

MILWAUKEE DAILY SENTINEL.

VOLUME X-NEW SERIES.

Milwaukee Daily Sentinel.
TUESDAY MORNING, FEBRUARY 28, 1854.

BUSINESS CARDS.

PAINTING.

MILWAUKEE, TUESDAY MORNING, FEBRUARY 28, 1854.

TRANSPORTATION.

1854 ROUTE TO THE EAST.

NEW ROUTE TO THE EAST.

T. COLLINGBOURN,

TO THE GREAT CENTRAL ROUTE:

CHICAGO, NEW YORK AND BOSTON,

BEING THE SHORTEST, QUICKEST AND CHEAPEST

ROUTE.

French and American Zinc Paint,

LEAD, OIL, GLASS,

SASH AND PUTTY,

ALWAYS ON HAND,

1854 EAST WATER STREET, oppostite Bradley & McNeil's Book and Shoe Store.

CHARLES STOHL,

House, Sign and Ornamental Painter,

IMITATOR of Wood and Marble,

GILAZEN, PAINT-PAINTER,

Picture and Looking-Glass Frame,

PAINTING, GLAZING, PAINTING,

Daily Sentinel.

FEBRUARY 24, 1854.

Watson & John S. Fillmore,

Proprietors.

The Standard & Poor's

KING & CO.

3 per annum.

3 1/2

Cents.

PLACE TO BUSINESS MEN.

Advertisement of the Daily Sentinel is by far the largest of any daily paper published in the State; and presents greater advantages to Merchants, Mechanics and other classes of Advertising.

The Weekly Leader has for a circulation of over two thousand copies, which is increased and rapidly increasing.

Advertisers put in the Weekly at the same rates as in the Daily.

All Advertisements appear in the Tri-Weekly Sentinel.

Price of the Daily \$1.00, of the Tri-Weekly \$1.00 and of the Weekly \$1.00 per year, payable in advance.

For Local Matters see third page.

FROM OUR NEW YORK CORRESPONDENT.

New York, Tuesday, 21st Feb. '54.

The most driving and deepest snow storm of the season is now burying our streets in drifts that forbid the passing, almost, of man or beast and the telegraph from all parts announces a like snow storm elsewhere along the coast.

The wind, which was from the East, has now somewhat shifted, and is veering to the West—most happily for vessels of the coast, for with the West wind they may regain the security of the open seas, and flee from unweelome shores. The sun is still shining brightly, though it is now mid-day, we may probably have fine weather overland, but—for the temperature is moderate—a shocking bad time under foot. I suppose all roads and railroads will be interrupted, for the drift is more formidable than the depth of the snow, great as that is, and the fierce wind drives the dry white shower before it to lodge in every sheltered spot.

Our Liverpool steamer *Baltic* happily reached dock after, for the season, a very good passage, before the storm set in. The numerous passengers must have rejoiced in their good fortune last winter, while comfortably housed on *terra firma* instead of ploughing about upon the storm-lashed ocean, with an angry ocean under the lee. Her accounts are clearly warlike, and seem to indicate the certainty that both France and England will interfere with troops, as well as ships, to protect the *Queen*. After fifty years of peace in Europe, this renewal of the trade of war will have the attraction of novelty to almost all that shall be engaged in it, Christians as well as Turks; and if now continued may, quite possibly, attract *amateurs* from our own country—for there is a *danger*, unhappily, about war, that appears irresistibly to the young, even though having no interest in the quarrel.

In the Turk, moreover, there is a strong interest of interest, as the party sought to be supported by impetuous and more or less ignorant and giddy impulses concur in their endeavor to lead to a wish to aid us in this war, if once fully entered into, and to see it so far as to force.

Yet, if the *Queen* and her friends are in earnest, and will vigorously work to walk in company with the Turks, they cannot fail to be successful.

Cossack hordes and Sovereign, like lion and keep him there, and shut him up in the Baltic and the Black Sea.

Bring me the power that has most

the state of things, and that whether

the cause of Russia, or maintaining a

the Empire, and without the prestige or the

military support from Russia, Austria, Italy,

to me, is in danger of falling to pieces by

the weight of ill-assorted and ill-tempered

materials.

I do not see—if we are wise—how we can be

unfavorably affected by a European war, and

much less how we can be involved in it; yet I

have misgivings about our *succes*, which may

lead us into some wanton acts of disregard of

international law.

that might compel a resort to arms. I hope for

better things however; and if war must come in

Europe, that we may pursue in peace the acts of

the victors and the vanquished, as the friends of

the confederacy may change in their favor of

the confederacy.

I told you, in one of my letters, commenting

on the first anti-Nebraska meeting in this city,

that the tame proceedings of that meeting, however otherwise significant and entitled to attention,

would call for a far more explicit and deter-

mined utterance, from the heart of the people,

the free laborers and working men of our city;

and so it has come to pass.

The meeting of the mechanics and others on

Saturday, and the resolutions adopted by them

with a will and a voice that left no room for mis-

apprehension—cannot be without effect at Wash-

ington and elsewhere. It was freedom against

slavery, and that seems to me the only issue now

left; and when Mr. Dodge, in the name of the

Southern whig, is to rally around the only

standard that can honestly float here—that of

freedom against slavery—and to accept as

brothers all who, with them, will rally about the

same standard. If in this we are reproached with

desiring an organization on sectional grounds,

let the responsibility thereof rest where it belongs

with those who conspired, and those who shall

concur, to the impious fraud and crime com-

plained of in the *Nebraska*.

Some anonymous correspondent of the

Morning News, writing from *Fond du Lac*, says a

great many very true things relative to the man-

ner in which the operators in the Valley Railroad

have swindled the people in that neighborhood,

and all in general who have trusted to them.

The *Evening* writer, however, in his indignant

article, allows himself to go beyond ad-

mission of the *Sentinel*, by giving currency to

the report that this paper has promised

to publish a *Memorial* against the Valley project,and the *Evening*—“to use a

language well-shitlers himself

and his *friends* signature.

Not one friend, and

one *friend* to see, indicating a change inthe *Evening*—we do not think itis the *Evening* who has

swindled us of our columns with enslaving

the *Valley* Road; and we conceive that we

will serve the interests of our city and our

our *young* union and action in pushing for

new lines of railroad, than is at

the read and its operators at the rate of a

cent a day.

The *Nebraska* Resolutions.The *Anti-Slavery* Resolutions against the Nebras-

ka, have been referred in the Senate to Messrs.

Hastings and Vinton. The *News* says, “The

we believe such an impulsion is well

founded.”—*Free Democrat*.

The indication is an unfavorable one. Consider-

ing the pressing nature of the case, requiring

immediate action it is to be of any service,

we think that the friends of the resolutions might as

well call them out of the hands of the committee.

The *Age* and *now* upon that question would do

about as well as a vote on the resolutions them-

selves, if there is a majority determined to smother

the *Age* and *now*.

OPENING OF THE CHICAGO & ROCK ISLAND R.

—On the 22d, the Rock Island railroad was for-

mally opened to the Mississippi. The

was a grand scene of festivity on the occasion, and the

cities of Rock Island and Davenport, on opposite

sides of the Mississippi, were illuminated.

The committee also had a time over a bill pro-

L. glaive Matters.

CORPORATION OF THE SENTINEL.

Madison, Feb. 24.

As an evidence that the people are getting satisfied with legislation, I may mention the fact but two petitions were presented in the Assembly this morning, one by Mr. Matts, for the chartering of the Madison and Sugar River Valley Rail Road, and one by Mr. Burns, praying that Rail Road Stock may be taxed.

The question of the day has been, the resolu-

tion offered yesterday by Mr. Donloniske, in effect

that the legislature should render in favor of the company, the amount to be paid to the company.

Moses Don, Wakely and Eldridge dis-

cussed the merits of the amendment some length.

Mr. Wakely proposed an amendment in effect

that in case the judgment should be rendered in

favor of the company, the amount to be paid to the

company, should be determined by the

legislature.

The *Age* and *now* are getting satisfied with

legislation, and are rapidly increasing.

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the confederacy.

The *Age* did not think the measure proposed

would accomplish the object it sought to

accomplish.

Dodge was one of the richest

men in the State, and he had usually

a large amount of bonds issued

